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OTOR

Grand day out...

A great Ray Archer shot of KTM and Red Bull poster boy Jonny Walker. The Brit has just scooped victory in the Red Bull Romaniacs Enduro (becoming the youngest ever winner) and is very much a rising star when it comes to demanding off-road racing. Renowned videographer Mikey Neale recently shot a fantastic new action clip with JW and we'll post the segment as soon as it comes to life online

Photo by Ray Archer



Pit lane posse...

Wet-dry confusion and indecision reigns again in MotoGP for the second event in a row and led to the strange and sketchy sight of the bulk of the grid lining up two-tiered in the Sachsenring pitlane. Marc Marquez still prevailed for his ninth win in a row this year

Photo by Martin Heath www.martinheathphoto.com



MotoGP





62 ahead and 6 coming up...

An eighth win of the 2014 for Red Bull KTM's Tony Cairoli coupled with the first podium 'miss' by closest title rival Jeremy Van Horebeek in Finland means that the reigning number one has an advantage of just over a Grand Prix in the standings with four left on the schedule. For the fifth season in a row it looks like KTM will have both classes tied up before the final round of the championship

Photo by Ray Archer





Photo: Stanley Leroux / MXGP Album



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AMA-MX

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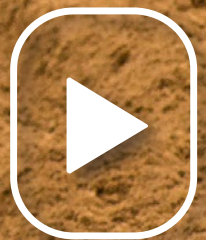
450MX winner: Eli Tomac, Honda

250MX winner: Jeremy Martin, Yamaha

TOMAC BREAKS THE ORANGE

By Steve Matthes, Photos by Simon Cudby

Tomac on the gas for his very first 450MX victory and thanks to good consistency the former 250MX champ is into the top ten of the standings even though he missed the first four rounds of the series



PLAY

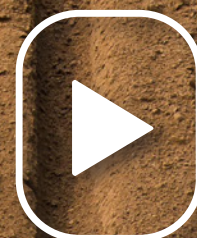
Round eight of the Lucas Oil Pro Motocross Championships took place at Millville, Minnesota which is about an hour south of Minneapolis. The track is one of the very best on the AMA circuit and draws universal praise from the riders. It's also a difficult one to set your bike up for as there's a about a 20-second section of deep Lommel-like sand whoops to contend with over by a creek. Besides that you have some big hills and a hard base on the opposite side of the track. Set the bike for big and deep sandy whoops and struggle one the hard stuff. Set it up a bit softer for traction on the hard dirt and watch yourself pogo-stick through the whoops. Yup, depending on your results, Millville can be the best (or worst) of both worlds. Let's dive into the race and see what we can find...

The family of Star Racing Yamaha's Jeremy Martin owns and runs the Millville track. It's a course that he and his brother Alex have a million laps on and it was no surprise to see the points leader take the overall win on the day. I suppose the only surprise was that he did not go 1-1. The only rider to beat him was his team-mate Cooper Webb who once again vindicated a poor first moto by taking the second moto win.

With the way Martin is riding this year it was a no brainer that he would win the national but a so-so start in the second moto almost did him in. Pro Circuit's Blake Baggett was out front and pushing hard to try and beat the athlete many picked as the one to win this title after his dominating start. A crash and then later on a bike malfunction resulting in a DNF has severely hurt Baggett's chances at winning this 250MX championship. And despite Webb's second moto victory, Martin picked up a bunch of points on his two rivals and now has an almost a 'two moto' lead with four rounds left. We thought that if Webb and/or Baggett could keep close to Martin or actually beat him on a track he knows well that things will get tight. Instead, Martin held up his end of the deal while the other two couldn't make it happen. Unless something very, very bad happens to Martin this title chase appears to be over.



No win for Roczen at Spring Creek and his fourth place in the second moto was the first time he had finished outside of the top three in sixteen races



PLAY

A second consecutive podium for Musquin in 250MX as his Motocross of Nations snub for the second year in a row continues to provide mystery. The alleged reason in 2013 was to do with a personality/approach issue to the race and the French Federation clearly feel Marvin still doesn't take the event seriously enough



"It was an awesome day. I had a blast out here in front of the hometown crowd. Winning the first moto. It was awesome. The fans were cheering me on the whole time," said the demure Martin. "In the second moto it was a battle from the beginning. I didn't get off to the best of starts. I kind of got stuck behind a few guys and Cooper got around me. He'd get a guy, I'd get a guy, and then I'd try to chase him down. I tried there at the end and was able to close it a little bit but he was riding really strong there and it was a great day for the Star team."

We have more on Eli Tomac later on in my blog but the 2014 Millville National will be remembered by Eli and his family for a very long time. Heck, it will be remembered by the fans there also as it was a display of speed, aggression and fitness by the GEICO Honda rider that marked his arrival into the 450MX class. Tomac battled with RedBull KTM's Kenny Roczen in the first moto before pulling away with the win. Second moto he grabbed the lead on the first lap and at one point Ryan Dungey and his KTM was catching Tomac before Eli decided that he needed to stop that charge. Bingo bango, two laps later his lead was back to four seconds and it was over.

We've seen the KTM "kids" run away with this 450MX series (with apologies to Yoshimura Suzuki's James Stewart and Honda's Trey Canard who have put in some good rides here and there) but there's no doubt that Tomac's put himself firmly into the mix from here-on out. Despite missing the first four rounds, he's also now inside the top ten in points.

It's a tad disturbing that Roczen's had a couple of his rougher races after sweeping Redbud two weeks ago. Of course many riders would love to have 1-2-2-4 scores and have people 'wondering' about them but with a history of second half-season finishes that aren't as good as his first, some people are wondering if the German does get tired. It's just that we haven't seen him get passed all that much and in the last three motos that's exactly what has happened.

Again, we're not sounding the alarm here and his lead is 24 points but it's something to keep an eye on. His current three moto 'losing' streak is his longest one so far this year.

Stewart had yet another tough day in Minnesota. One can't help but wonder if his FIM provisional suspension for testing positive for amphetamines that was announced after his 1-1 High Point sweep is affecting his results. It can't be a coincidence that since the PR came out (Stewart is appealing by the way) his moto scores have been 5-11-DNF-12-7-DNF. Stewart's crashed in every moto since he was named as the first pro motocrosser to get caught with anything illegal in his system and frankly, I wouldn't be surprised to see him not racing this weekend in Washougal. With a week off after this national it may be time to just push reset on this whole deal and take a couple of weeks off. It's getting uglier each and every week with the 'seven'.

The other KTM rider, Marvin Musquin, had his best national of the year with a couple of great rides to get second overall. The Frenchman has been battling small injuries here and there and we've yet to see him on his 'A game'. At Millville he brought it and afterwards the two-time World Champion was not shy about talking about his displeasure in being left off the French Motocross of Nations team.

"I think you have to talk and see how I'm doing or if I'm happy and doing good or whatever. Talk about it. So I'm not surprised because no one (French federation) talked to me." Musquin said after his post race press conference "Those riders that have got picked for the Motocross des Nations, they're good riders. I'm not saying they are bad or anything. Last year was my best season in the US, got 2nd in the Supercross and 3rd outdoors, and they didn't pick me. So I guess I'm not surprised I didn't get picked this year."







Cooper Webb's defeat of Jeremy Martin on his team-mate's home turf must go down as one of his best performances of the year so far. Webb was the second of three Yamaha YZ250Fs in the top five. While Josh Grant (below) took the YZ450F to fifth overall in 450MX

AMA MX MILLVILLE



Martin was able to get all patriotic at his 'backyard' track. The first moto delivered his seventh win of the season from sixteen starts. He now has a 43 point lead in the 250MX standings and must look good for his first Motocross of Nations slot



AMA MX MILLVILLE



AMA MX PRO MOTOCROSS CHAMPIONSHIP

450MX RESULT		
Riders		
1	Eli Tomac, USA	Honda
2	Ryan Dungey, USA	KTM
3	Ken Roczen, GER	KTM
4	Trey Canard, USA	Honda
5	Josh Grant, USA	Yamaha

450MX STANDINGS (AFTER 8 OF 12 ROUNDS)		
Riders		Points
1	Ken Roczen	367
2	Ryan Dungey	343
3	Trey Canard	302
4	James Stewart	226
5	Brett Metcalfe	222

250MX RESULT		
Riders		
1	Jeremy Martin, USA	Yamaha
2	Marvin Musquin, FRA	KTM
3	Cooper Webb, USA	Yamaha
4	Christophe Pourcel, FRA	Yamaha
5	Dean Wilson, GBR	Kawasaki

250MX STANDINGS (AFTER 8 OF 12 ROUNDS)		
Riders		Points
1	Jeremy Martin	341
2	Cooper Webb	298
3	Blake Baggett	285
4	Christophe Pourcel	246
5	Marvin Musquin	241





Fifth place for Dean Wilson (left) represents a step nearer to the podium while Trey Canard (above) was a step away

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THE NEW (450) DAWN...

By Steve Matthes



It's long been expected that GEICO Honda's Eli Tomac would be one of the top riders in the sport. It's just that the climb to where he is now wasn't sudden despite him being the only rider to win his very first national he ever entered (2010 Hangtown MX with a 3-1 score). Looking at his championship results and you can see the kid has used each and every year to get better and better. There was the sixth place finish in 250MX his rookie year, then second in 250SX West series and a jump up two spots to fourth in the 2011 250MX series. 2012 saw him move up one spot to the top as he won his first 250SX title and grab one more rank higher in 250MX as he finished third.

Last season he had an epic duel with Red Bull KTM's Kenny Roczen in 250SX where he came up just short but he topped Roczen in the outdoors to grab his first national MX championship. Everything Tomac has done has been with an eye of improvement and learning. Each year a small step up. Tomac's now in his first year in 450s and like the start of his 250 career, he's had some ups and downs.

Tomac's initial 450SX season in 2014 started off very rough as at the very first race he got together with Jake Weimer and hurt his shoulder. He was going very fast until then and looked to have it all together. Unfortunately he was forced to miss the first four events. Once back into it, Tomac had some good races, some bad races and after crashing hard twice in practice at Daytona, he was out for another three meetings.

Returning again he made the podium at New Jersey and promptly broke his collarbone that next week and was forced to the sidelines for the first four nationals. Tomac's rookie 450 season stat line after that third motocross race missed looked like this- nine races started, twelve races missed.

Back at the motocross, round five at Muddy Creek being his 'debut', we saw Tomac ride grab a holeshot in his first moto and lead some laps. A 3-3 result saw the Honda rider pleased but not satisfied with his results. Afterwards I mentioned to him that he didn't seem that pumped on his performances and he explained that he waited until he was 100% to come back and that last year he was able to beat Roczen but yet on this day, Roczen was the far better rider.

Tomac continued to get closer to the KTM duo of Roczen and Ryan Dungey every week and finally at Redbud he beat 'em. Well, he beat Dungey anyways with a strong second place in moto two. Last week at Budds Creek he caught Roczen in the second moto but was unable to make the pass. Slowly but surely Tomac inserted himself into this KTM battle we had been seeing all summer.

Finally, the #3 Honda rider slayed the orange giants this past weekend. On a great track in Millville, Minnesota in front of a packed house Tomac scored a perfect 1-1 and he earned the win in the first moto by overtaking both Roczen and Dungey. Second moto he wasted no time by getting into the lead before the first lap was over. A great race by Eli and in the first moto a carbon copy of last summer's 250MX series. With greats like James Stewart and Chad Reed struggling and with Ryan Villopoto still contemplating his future, it wasn't hard to think that the future of the 450 class has already arrived. "Honestly I didn't really expect it in that fashion. I knew I could be fighting for wins but I guess I get along with the sand, the rollers, the hills and the ruts," Tomac told me after the race. "Starts were there today. That was really key to be in a good spot, get right out of the gate."

Indeed it was Eli, indeed it was. Sure it took a little longer than he or his fans might have wanted but Tomac's figured out this 450 thing. It just took a little time. Like it always has.



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Photos: R. Schedl, H. Mitterbauer

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**THE MOST EMPHATIC MOTORCYCLE RACER OF ANY
INTERNATIONAL COMPETITION FOR THE LAST TWO YEARS
TALKS ABOUT THE FEELING OF INCESSANT WINNING.
THIS IS JEFFREY HERLINGS' WORLD...**

By Adam Wheeler, Photos by Ray Archer

Jeffrey Herlings suffered a leg injury taking part in the Everts and Friends Charity race as OTOR goes through the publication process. It is not yet known whether the Dutchman will miss the rest of the 2014 season or be able to return to take enough points to make sure of a third world title...

After ten years the premier class of the FIM Motocross World Championship was re-branded from MX1 to MXGP last winter. Contrary to popular belief there is little chance of MX2 being altered to anything bearing the name 'Herlings'. In truth the 250cc category has been his in all but name for almost two years.

On the verge of his third consecutive title in the smaller cylinder division, the Red Bull KTM rider has converted from a sand demon (undefeated on the surface since his 2010 GP debut) to a wild child champion to Holland's best ever to a sheer battery of numbers and statistics. He holds 43 career victories (fifth best of all time) and will be twenty years old in September. He hasn't lost an MX2 Grand Prix in which he has competed since the final round of the 2012 season in Germany that was the site of his last mechanical DNF; a quantity that stretches to 28 meetings (he missed three events since that DNF due to injury).

All this information can be found on results sheets, stats pages and websites but what Grand Prix spectators have become accustomed to is utter domination by JH84. Nobody has pushed Herlings close, no one has provided much resistance. He emerged with the likes of Musquin, Roczen, Searle, Paulin and Frossard in a golden wave of ability but MX2 has still been awash with fast promise since. It is just that the hard-working, free spirited

teenager has upped his game, reduced mistakes, curbed the cockiness, increased his professionalism and continues to raise the demands of the game. Tony Cairoli is a fantastic machine of experience, speed and efficiency in MXGP and Herlings is the same but with a little bit more magic, abandon and is almost ten years younger. At most Grands Prix Herlings is quicker on his KTM 250SX-F than most riders on 450s in the premier class. The track conditions may vary between motos but there is little denying that many paddock observers hold '84' as the most outstanding talent currently uprooting terrain on a dirt-bike.

At OTOR we've watched the youngster's progression from adolescence that has sometimes been painful and controversial. We've had to marvel at his development as a racing athlete. There is almost no comparison outside of the USA and there is no match across the world to his track record in the international spotlight. Even Marc Marquez would not dare to dream of two seasons without defeat.

Jeffrey is a loud talker, but he has plenty to be vocal about. He has an open sense of humour and is warmly receptive to fans at meetings. If he lives with the constant pressure of perfection then it is something he has learnt to deal with and it's this strange void of existence we want to talk about...and also why he wants to keep on terrorising Grand Prix's up-and-comers in 2015 with another MX2 onslaught.

JEFFREY HERLINGS





On another MX2 year in 2015...

MXGP had been on my mind for a long time, even stretching back into 2013. It was a tough decision with so many factors coming into play. I think it is the right one, even if many people do not agree. At the end of the day I am the rider and the one who has to pull it off. They say I am 'scared to go into MXGP' that I'm 'a trophy hunter' but that's not true. I'm nineteen years old. How many people do you see in MXGP at that age? None. Even in America. If I step up in 2016 I will be barely twenty one years old and it feels like the right thing to do. If I steer clear of injuries then I will have another ten years in MXGP so why hurry? And if I move then I cannot turn back. Time will tell if I was right or not.

On any pressure from KTM to keep on the 250...

KTM definitely wants to win both titles and the biggest chance of doing that is by keeping Cairoli in MXGP and me in MX2. It doesn't mean

that it will happen [he will win]...but it is the best chance. For sure they supported me racing more in MX2 but I was still free to choose what I wanted to do and the final decision was mine.

On gelling so well with the 250SX-F...

We haven't changed the suspension for a year and a half now and for the rest there have only been some really small changes. It is like part of me. I know what I can do with it and where I can put it. I have been on it for five or six years now and it is like my baby. I feel at home with the team and when I get on the bike I know exactly what it will do.

On [potentially] being Tony Cairoli's teammate...

Well, I would not have been. If I had gone to MXGP then I would be in the same truck that I am now and still working with Stefan Everts. Not much would have changed, just the bike to a 350 or 450.

On having doubts about his career direction...

There were doubts all the time. When I was winning so much last year then there was pressure to move but then the injuries happened in the winter and I had time to think 'there is so much I still want to do in MX2' such as trying for that perfect season. I don't want to win every single moto but every single GP and I did it for all but the two I missed in 2013 and have done it this year aside from Brazil that I again missed because of my shoulder. I want that record and also to be the first to win four titles in a row in the smaller class.

On caring what people think...

If you have ten opinions then five will be supportive and five will be like 'you made a crap decision'. You cannot think too much about what others say. The more success you get then the more opinions come your way and the more people will hate you or love you. It is tough to be in the spotlight and I made my decision by looking firmly at myself and what I wanted. Everyone has their own idea...I also have mine.

On being unbeaten...

It is pretty amazing, but I still want that perfect season. I know the chances are quite small because I haven't had a DNF for two years. The main priority is the championship next year but I want to break more records and be the best Lites rider ever in the world championship. I have the most GP wins already and soon will have three titles.



JEFFREY HERLINGS

So far so Herlings. The swagger of a young, wealthy and successful racer comes across in interview as it tends to do sometimes through his confident press conference demeanour. The Dutchman has grown up talking to media, TV and fans through a microphone. Since he entered Grand Prix as a fifteen year old then there was always a sure-fire time and place to find Jeffrey and that was at 17.45 on Sunday in front of a media board talking about his race.

Quizzed on the unusual niche of glory that he has carved for himself at a ridiculously young age Herlings starts to get more thoughtful and doesn't have a quip or rapid answer to hand.

After a total of 43 triumphs, including all those sand races and meetings like Lierop in 2012 where you lapped up to third position... does winning feel the same?

You know, I think Cairoli has the same thing. When he wins a GP then he's happy but he's not 'whoah!'. When you win quite a lot then it starts to feel like a normal thing. Now, for me, it feels like 'OK, we won the GP, let's go home and think about the next one'. I can appreciate for a rider who has never won a GP that it must feel so amazing, like it is the end of the world. I am still happy and I really work hard for what I am doing but it is not like I'm really, really excited any more.



“To practice I normally go out late in the afternoon when the track is really rough and do the forty minute motos and get those fastest laps at the end. When I’m driving home then it has been like a working day...”



JEFFREY HERLINGS



Can you imagine how weird that is? There must be riders out there who would give anything to win. There are also not many world class athletes who are reaching the heights that you are...

Yes...but then everybody is waiting to see me fall or to get beaten. That will be much sharper at Unadilla with the Americans [Herlings will use the summer break in MXGP to contest round ten of the AMA Lucas Oils Pro National series as a wild-card]. I think I will have the support of Europeans but I get so many tweets saying that I will get beat and smoked and this-and-that. I don't care too much what people say but you can see that there is a bit of hate. When you are winning every week then people want to see you fail. I think Cairoli has lived with some of it also because he has been at the top for so long. It is a part of the sport and you have to live with it.

Even in Bulgaria this summer you looked weak and actually went backwards, but you still won...

I was really struggling there. Through the injuries I had I wasn't mentally or physically strong enough for that Grand Prix and had arm-pump. Everything was going wrong. I still won but those motos were very tough.

The only way you are going to lose at the moment is if you go into a race injured or less than 100%...

It is difficult in my position because when I go to a GP everybody around – even in the team – are just waiting for me to win and that brings a lot of pressure. I don't have the competition that I did three years ago with likes of Roczen and Searle but now I cannot afford to fail and have to handle the pressure. You do get used to it...but it is strange being on the line knowing that if I don't win then I have failed and it was a bad race.

So winning is normality now...but losing will represent a big low?

It feels like it comes down to time now. If I don't do it by fifteen seconds then I will have comments like 'he wasn't that strong today'. What do they want me to do?! The expectations just get higher and higher. Like I said, I am kinda getting used to it.

Have you ever thought about mixing it up? Like taking a lap a bit slower and letting someone catch up?

No because I am always setting myself goals.

You mentioned a preoccupation with the history books...

When Everts won his 101st Grand Prix [back in 2006] I was honestly thinking 'one day...'. I was going pretty good on an 85 by then and I was like 'I'm gonna catch that guy'. Two years ago I looked in the all-time winners list and I was thirtieth and now I'm up to fifth, and it is going fast. If nothing goes wrong then I should be up to 50 wins by the age of twenty which is pretty amazing. I just want to be a better rider and better racer and then the main goal is to get that MXGP title in '16.

Are you a better rider this year?

Yes, less mistakes. Last season I was a bit more arrogant and having some crashes on Saturdays. I think I am more focussed this year and I have worked harder and that's why I have been so dominant.

You aren't getting bored are you?

No! I always want to win and I work hard to do so. As long as I win then 'I'm good'. It is what I live for. You always have to set goals and keep the focus...otherwise you will get injured.

Is it true that you beast practice motos during the week and go for your fastest lap-time right at the end?

Well, when I practice then I go as fast as I can right from the first lap but I know many different things can happen in a race and you can still gain a lot by pushing as hard as possible right until the end. To practice I normally go out late in the afternoon when the track is really rough and do the forty minute motos and get those fastest laps at the end. When I'm driving home then it has been like a working day and I can go back feeling good, happy and with a smile on my face knowing I did what I had to do.

Away from racing has life changed much?

I have started to enjoy some things that are more than just racing. If I have a weekend off then I will do different stuff instead of going to the track and riding Friday, Saturday and Sunday there. Maybe just a Saturday now and then Sunday with my family going to an amusement park or a swim or something fun. When you are young – and I know I am only nineteen – then you enjoy riding so much...but you get to a point where you enjoy other stuff as well. I like to go out, go to the city and just hang out. Things are starting to change.

Right, so for 2016...This time next year is going to be a very busy time for you with almost every manufacturer wanting your signature. You can go anywhere in the world, even if you suck at Unadilla...

Ha! It is true. Definitely. I will be out of contract with KTM at the end of 2015 so that makes me free for 2016. I haven't thought about it too much because it is still over a year away but I know the offers will be there. It is something to look at next summer and a lot can still happen between then and now.

How will it feel to be arguably the most wanted rider in the world?

Honoured. Cairoli is coming to the end his career; I think he will be thirty next season. He won't last another ten years so with me coming up into MXGP I think I will get some good offers from manufacturers. It is hard to say how it will feel at the moment but I reckon it will be exciting.



What about the prospect of AMA racing full-time? You can pretty much choose whatever you want to do...

I am going to enjoy going there for one race this summer but I don't think I could go for a year or two and live there. To race supercross you need a lot of training and practice and I would not want to be based over there. Even if I just did the Outdoors then I would have to be living out of a suitcase for four months and possibly not enjoying my job whereas I enjoy the GPs and I enjoy going home and being with my family and friends. (pause) I cannot see it happening. 0.1% I think.

There is no other motocross athlete in the world with your streak of results. Do you ever think about that?

Sometimes. I do wonder when it will finish. I wonder when I will get beaten and how it will feel. It is tough to imagine. Although I know when I move to MXGP then I will be against Cairoli and there can only be one champion. I want to be more dominant in MX2 next year and then I think my work in the category is done.

Are you ready to be the moving target for more years to come? Maybe in MXGP if you do the same...

I've raced those guys before, like Van Horebeek, Paulin and Searle, and I'm doing the same speed now in MX2 as those in MXGP. When I move up I definitely think I will be racing for the podium and that's not me being arrogant I just think I'll be up there. Winning a championship in the first year will be difficult because a rider like Cairoli is mentally very strong and his team is wrapped tight around him. He might not have the same speed but he has the experience and that's normal for a seven/eight times world champion. Everyone is beatable and hopefully I will prove that in 2016.



JEFFREY HERLINGS





THE FINNISHING EDGE: RAMI FÄLT

Rami Falt is the gentle giant in Jeffrey Herlings' corner. The Finn is part of the reason why the perma-red-plated '84' machine hasn't missed a heart-beat in almost two years

The first time I met Jeffrey was back in 2007 when I was working for Jacky Martens. It was at a test and he was one of the riders on the list to look at as the junior rider for KTM. It was in France and yeah, he was fast!

We started working together in 2013.

There are only a few guys that he trusts. He is not closed but he is wary. I don't think it is because he has grown up in the paddock and the spotlight but more because he wants to do his own thing and doesn't want too many people around him. He is a good guy. If there is a problem then he is not angry or impatient. Sometimes he is late! I always try to be on time...but it is not a big deal. He can be the last guy on the track but then sets the quickest time on his second lap...I'm not sure how it works!

He is sensitive to some small things on the bike. The brakes have to be rock hard and not spongy and the rear brake very correct with zero 'play'. The levers and handlebars need to be perfect and if they are a little bit off then he will tell you.

I think he gets faster and faster and his strong point is that when he is on the track then he doesn't make mistakes. If you look at

the lap-times of any race then quite often his best one is right at the end. He just keeps going and doesn't close the throttle. Even if he is leading by forty seconds, he just goes.

His motivation comes with the lap-times. He is always looking at what he has set and it becomes a goal. He tries to keep the same or better. I try to show him the sectors of the track and where he can be better and he constantly looks to improve. There are always a lot of numbers on the pitboard! He likes the numbers and he likes the speed. He wants to be the fastest.

Jeffrey's secret is 'the riding'. I don't know how much he does over the course of one year but it is a lot! Every week he is three or four times on the bike and doing three forty minute runs at full gas. Even in Grand Prix practice sessions he wants to set the fastest lap right at the end.

I'm not really a nervous kind of guy but you do get pressure when you keep on winning. I just prepare the bike exactly the same way every time to minimise the risk. It means you become like a robot with the system. I think from the last twenty-eight races together we have twenty-eight wins and you can feel the pressure of that. If you think too much about it then you start to have little doubts and think 'hmm, is that tight enough?' when you know it is. Sometimes there are tensions between mechanics and I'm sure there are a few guys who would like to be in my place.

Can Jeffrey get better? You can always be better. The speed is there at the moment in MX2 and he can even beat many guys in MXGP with the 250 but he is not the best guy at the start. He is 'on-off'. He can take the holeshot or be buried in the top ten. That's what he needs to work on.



NO SHO

Some see life as a challenging track
toward success, glory and podiums.
Some just see a track.

▶ ADAM CIANCARULO

ART CUTS



MX

GRAND PRIX OF FINLAND

HYVINKÄÄ · JULY 13th · Rnd 13 of 17

MXGP winner: Tony Cairoli, KTM

MX2 winner: Jeffrey Herlings, KTM



A double holeshot was the root of Cairoli's eighth Grand Prix victory from thirteen rounds this year. The tight and fast first turn caused problems in at least one of the four key motos

MXGP FINLAND



PLAY

EN FIN?

By Adam Wheeler, Photos by Ray Archer

Finland didn't have the sensational bar-bashing that characterised the first visit to Hyvinkää in 2013 and it also witnessed the seventh double by Red Bull KTM champions Tony Cairoli and Jeffrey Herlings in the thirteen rounds of seventeen in MXGP but this was still a worthy Grand Prix when it came to an action quota.

First there was the disparity of feeling for the shallow and hard sand that shifted and rippled into a wealth of unforgiving hard bumps. Cairoli called it the "toughest track of the year" while Herlings merely smiled and didn't think it was that bad. Most of the riders we spoke to tended to agree with Cairoli's assessment, although his definitive verdict did not stop the Sicilian moving within realistic distance of his sixth championship in a row. The 62 point advantage with which he left Finland and the fourth GP in five weeks was thanks to Yamaha Factory Racing Jeremy Van Horebeek's slip and rare mistake that meant the Belgian finished fourth overall and missed a champagne spray and post-race press conference for the first time since the opening meeting of the year in Qatar in March.

In his place and after two years wading through injury and confidence-bashing hell was Monster Energy Kawasaki's Steven Frossard; looking slightly less on-the-edge than he did in Sweden where a first podium since 2012 appeared to be likely until he flipped off the track and through advertising boards. When the Frenchman's Kawasaki powered down exiting the second corner of the track in the second moto he thought all was lost but the KX re-fired and he swiftly moved back past the likes of Honda's Max Nagl and Hitachi KTM's Shaun Simpson (a season-best third position in the same race) to seal the second step in front of Suzuki's Kevin Strijbos; the Belgian was again a fast force to be reckoned with even though he was struggling with illness and set-up all weekend.

MX2 was played out with the same authority and formula. Bookmakers must have stopped taking odds on the category long ago. Behind Herlings it was Honda's Tim Gajser again second best of the rest and CLS Monster Kawasaki's Dylan Ferrandis had a decent set of motos, even though his frank interview for seminal website RacerX did him no favours with his disdain for Grand Prix and career prospects when he isn't even close to Herlings' exhaust note nevermind being a contender.





62 points ahead of Van Horebeek and second consecutive shut-out; Finland was a good weekend for Cairoli who took his first serious move towards his sixth premier class title. He announced on Saturday that he will ride in MX2 for Team Italia at the Motocross of Nations (below). Steven Frossard launched the second chapter of his MXGP career with his first podium since 2012



Ferrandis should have been on the box but the bizarre yellow flag penalty incident starting the second lap of the first moto (when 122 and Jose Butron overtook Herlings, who they believed was pulling out of the race rather than reacting to the signals) was harsh but understandably carried out to the letter of the law.

Ferrandis' (alleged) 2015 team-mate, Jordi Tixier, was again part of the podium ceremony despite a pretty big crash on Saturday that left him with a shiner and a limp. Even though he classified close to Herlings the unstoppable Dutchman needs to outpoint the Frenchman by just five at Loket this weekend to close the chapter on this season and a third straight title.





Hip trouble for Tim Gajser (top left) did not stop the HRC teenager from taking a third MX2 podium finish of 2014. Dean Ferris (left) showed his potential on the factory Husky with a surging second moto and did his chances of a GP ride for 2015 no harm at all



PLAY





Once again Kevin Strijbos was impressive in what is turning out to be a strong second half of the season for the Belgian. Sick and undecided about his suspension set-up Kevin still produced the goods in Clement Desalle's absence even though he starts were mediocre



A season-best result of sixth position for Bike it Yamaha Cosworth's Rui Goncalves in the second moto; at the venue where he suffered injury in 2013



MXGP FINLAND

A better second moto for Max Nagl but the German is still lacking full race fitness. Max was heavily linked to a two year deal for the factory Husky team in Finland. Meanwhile Jeremy Van Horebeek (below) admitted that losing his podium streak of eleven consecutive Grands Prix was “a shame”





Arguably one of the standout riders at the top of the premier class throughout the season, privateer Shaun Simpson might have lost fifth place in the standings to Steven Frossard in Finland but his fighting third place in the second moto was the best yet for the Scot in 2014. It could have been an overall podium result if it wasn't for a start straight crash in the first race (he came back to twelfth). Where will the British Champion-elect be racing in 2015?





Drama and gossip. Thomas Covington tries to go too early (above) while Jordi Tixier was lucky to hobble away on Saturday. Tommy Searle (right) was linked to a return to KTM colours for 2015.





CLASSIFICATION & WORLD CHAMPIONSHIP

MXGP OVERALL RESULT

Riders

1	Tony Cairoli, ITA	KTM
2	Steven Frossard, FRA	Kawasaki
3	Kevin Strijbos, BEL	Suzuki
4	Jeremy Van Horebeek, BEL	Yamaha
5	Max Nagl, GER	Honda

MX2 OVERALL RESULT

Riders

1	Jeffrey Herlings, NED	KTM
2	Tim Gajser, SLO	Honda
3	Jordi Tixier, FRA	KTM
4	Dylan Ferrandis, FRA	Kawasaki
5	Christophe Charlier, FRA	Yamaha

MXGP WORLD CHAMPIONSHIP STANDINGS (AFTER 13 OF 17 ROUNDS)

Riders	Points
1 Tony Cairoli	577
2 Jeremy Van Horebeek	515
3 Clement Desalle	470
4 Kevin Strijbos	424
5 Steven Frossard	307

MX2 WORLD CHAMPIONSHIP STANDINGS (AFTER 13 OF 17 ROUNDS)

Riders	Points
1 Jeffrey Herlings	594
2 Jordi Tixier	449
3 Romain Febvre	416
4 Dylan Ferrandis	403
5 Tim Gajser	390

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PROVISIONALLY SPEAKING...

By Adam Wheeler



Among the news in MXGP that Jeffrey Herlings would be sticking in MX2 for another year, Gautier Paulin's shock switch to Honda and Ryan Villopoto's final 'taster' of the series at the German Grand Prix there was publication of the provisional 2015 calendar. The press release from the FIM and Youthstream was talked about very briefly and reproduced on a few websites but otherwise vanished into the ether in terms of significance.

Considering that the Grands Prix schedule can be taken as a barometer of the health of the championship (it will be curious to see exactly how many riders will make it out to Brazil and Mexico to close this season's campaign) it was strange that a bigger deal wasn't made of the list that involves 18 fixtures in 16 different countries and three continents. Staple events and venues like Uddevalla (Sweden), Valkenswaard (Netherlands) and Sevlievo are also out of the frame.

There are reasons for the relative indifference to the 2015 outlook. First were some rumours in the MXGP paddock that the calendar had undergone several last minute changes before being made public. Thus casting the validity of the races into doubt. Therefore, secondly, the 'provisional' status of the agenda was emphasised through the fact that Youthstream were obliged to provide a 2015 outline for the FIM by a certain date. Rather than leave several 'TBA' holes in the list the promoters can be forgiven for signalling intent by printing territories and intended locations. Thirdly the document can be used by Youthstream as leverage in the negotiation process with other potential promoters. MXGP might not have been entertained by Argentina since 1997 but that hardly seems reason to deny them two of the eighteen dates, and increases some of the pressure on places like Uddevalla and Valkenswaard to complete agreements for 2015 and

beyond. Publishing the provisional calendar is also an alarm for other new countries, federations or clubs that hosting MXGP is not a piece of cake - whatever the budget - and Youthstream have to have some slack to consider what is best for their planning and how they want to spread the sport in a particular region.

The prospective profitability, vast audience reach (Semigorje in 2012 still produced one of the largest crowds I've seen at the inauguration of a circuit) and TV exposure in Russia means that it is fertile ground for the sport even if any sensible person would have second thoughts about entering this area of the world at the moment. It is a maybe a little histrionic but the fact that the tragic loss of the Malaysian Airlines flight from Amsterdam last week took place close to where the 2014 Grand Prix of Ukraine was due to occur was not lost on MXGP personnel.

As I've written before Youthstream reap benefits from a lucrative Grand Prix like Qatar that means more than just reaching a slab of new geography for motocross. The well-funded race helps subsidise those that end up costing the promoter money...for this reason it is a surprise to see Thailand back on the slate after word that the powers behind Si Racha had been slow with their bill-paying.

The real indication of where and when MXGP will be turning wheels comes later in the year during the autumn and in the midst of the FIM congress. The 2015 outline (any fresh entries for Japan or the USA?) will be set in stone and at the very least the dates will be fixed (will the team still have to dash back from Argentina and Mexico to Holland?). Around this time Youthstream also host their Organisers meeting which means the games are over and the real business of planning and budgeting begins in earnest for all.



GETTING COVERED:

LEATT'S NEW KNEE BRACE

By Adam Wheeler, Photos by Leatt

Leatt haven't stopped at saving your neck. The South Africans will be shipping their curious new C-Frame knee brace in a matter of weeks so we caught up with Dr Chris Leatt to ask why the 'descent' across the human body and also about an upcoming Leatt helmet...



FEATURE

LEATT: KNEES & HELMETS

Leatt have progressed from innovative and award-winning neck brace technology to a range of safety products that have gathered attention and praise. Flicking through www.leatt.com the catalogue of wares seems to get bigger every year and this is a result of the Cape Town-based firm applying their scientific and brave approach to modifying and improving motorcycle garments and equipment already found on shelves. This fascination to 'overhaul' and 'better' what is out there is reassuring, and their mountain of work with neck braces means that any other item stamped 'Leatt' deserves some attention.

Knee braces are their next realm and to coincide with the launch of the single hinge C-Frame we were afforded some time with Dr Leatt, who also chatted about the recently announced plans for the company to unveil two new full face helmets (one for off-road motorcycling and another for mountain bike) that boast a 20% size reduction compared to other models on the market and a patent-pending, 360 degree Turbine technology with Armourgel material and impact absorbing spacers.

Quite a bit to chat about then...





Chris, why have Leatt developed a knee brace?

The knee brace had been in the back of my mind for quite some time because I found that I could not wear them. I found them incredibly uncomfortable. I couldn't get my head around having to change my riding style because of something substantial between my knee and the bike. The second thing that occurred to me was that knee braces are not really ergonomic designed; they are essentially trying to put an engineering structure in place that will limit some of the knee's movement but it is not a simple joint, it is complex one and it rotates when it flexes and extends. The way knee braces actually fit on knees always tended to perplex me.

So how did the theory come about that eventually led to creation of the C-Frame?

We went to chat with an eminent knee surgeon, Dr Spike Erasmus. Then we did what we usually do and that's a period of literature research on the mechanism of injury and how motorcyclists were suffering knee problems. There are actually very few studies and just one in motocross for knee injuries. We pooled all the information together that we could find, and it was then that we saw and believed that we could do something different to what everybody else is doing. We have an established process for innovative products. It is this approach to design through the neck brace that has filtered into the knee brace. We speak to everybody we can find relevant to the field and then develop a prototype. Then testing of the concept so we can prove it and only then think about bringing it into production. We went through a test protocol – and there isn't an established process for knee braces. There is a CE approved impact certification but not one that shows if this thing reduces valgus deformation of the knee and similar injuries which is at the heart of what a knee brace should do. The axis of rotation of the brace should always align itself to the normal axis of the knee for rotation and flexion. The axis changes with our knee brace and you can only do it if it is on one side of the knee. The brace is always aligned no matter the position of the knee; this is the benefit of having the brace joint just on one side and allows closer contact with the motorcycle.



It is curious that through the engineering process you went for three contact points instead of four and feel confident enough that the brace can be used in other sports like skiing as well as a medical device...

So part of our development with the knee brace was actually the creation of a number of tests to understand if the brace would limit injury and there are some interesting components to that. One is that you get a bone injury at some point but before that you get a ligamentous injury, so we needed to evolve a knee brace that will prevent the ligament damage but not swap it for a bone problem. This was in order to avoid all the talk about fracturing a femur or a hip if you are wearing a knee brace. There is always a balance and that requires a lot of testing so you end up with something that works against ligament injuries but then it purposely fails – like the neck brace – so that it avoids other problems and it is actually the tibia, in the lower leg, we were most concerned about. Part of our test protocol was to look at injury thresholds for the tibia bone and the structure of the knee with the femur etc to create a brace that will effectively reduce ligamentous injury.

You must have waded through as much investigation as possible...

The single motocross study we found showed that knee braces were effective. We also looked at other studies with cadavers and other biomechanical modelling to understand other forces on the knee structure; the limits of failure for ACL and PCL and meniscus injuries based on other scientific documents. The thesis of the brace is to limit valgus deformation of the knee – which is if you put your leg out in front of you and bend your foot outwards. You will see that the whole lower leg is bending and rotating outwards compared to your femur – basically turning the knee inside out – and this creates a tide of injury from the meniscus

to cartilage, the medial ligament and the ACL. If you can stop that then you can limit all the other injuries. If you look at the problems that come in motorcycling then most are caused by this valgus deformation.

There is quite an interesting Scandinavian study - that is actually pretty gruesome - that involves analysing video footage of sports where there is more than one camera angle. It was very clever because they looked at sports like football and American football and could see cases where knee ligaments had been destroyed from more than one perspective. They used dynamic software that super-imposed a skeleton on part of the athlete and then they could map the movements of the upper leg, lower leg and flexion of the knee during the impact sequence to see what happens. The sportsman will go to the surgeon and say 'I've blown my knee' but couldn't say exactly happened and at what time frame and in what sequence, and nobody was actually sure until they did this study. All of the injuries in the study demonstrate valgus deformation. It became the thesis of the brace. All braces on the market will limit it to some extent and that is why they are effective.

How long is the C-Frame in the making?

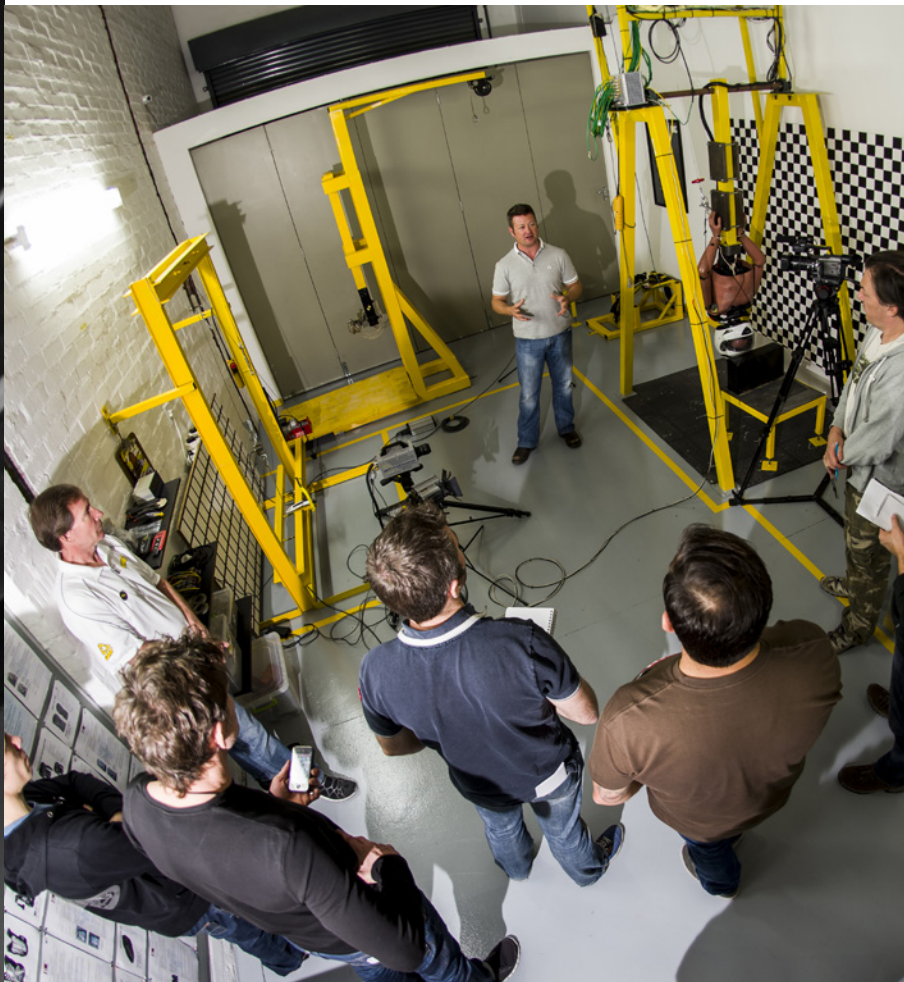
This has taken a long time. I've had it on my 'to do list' for almost seven years but it has taken three years to complete.

Do you think people will embrace it largely thanks to your work with neck brace technology and other items like chest protectors?

The neck brace is what you'd called 'disruptive' technology because it did not exist before and was new. Our philosophy is to innovate where innovation is possible or to look at established products and say 'is this really the best solution to the problem?' Where the answer is 'no' then there is scope to make improvements. With our other products on the market

LEATT: KNEES & HELMETS

like knee guards, elbow guards and hydration packs we tried to put a spin on the actual product and make it as good as it can actually be. We are not just about 'me too' objects, we don't just accept the norm. We are one of the few companies to publish all of our test results and whole design philosophy and the knee brace will be the same. Do other companies do that? Do they put their neck on the block and say 'you should use this for these reasons'? When it comes to the knee brace it is complete innovation but not disruptive technology because knee braces have been around for a while. We are pushing the boundaries and doing something different and we don't know what the reception will be like ultimately until it gets on the market. I think the public that like Leatt products demands this kind of innovation from us. That's why when we tackle our next project, like a helmet, it is going to be 'our take' on the most efficient, optimised and elegant solution to the problem.



FEATURE



Considering the market and the amount of competition out there then fabricating a helmet is big project...

The scope is massive. There is so much talk, hype, testing and development and new theories on the helmet. Up until recently we knew that linear deceleration was the only thing that Snell and DOT tested and that was what people engineered; that riders were banging their heads really hard going in one direction. Actually rotational acceleration is probably the cause of a lot of injuries because it requires much less rotational force to damage the brain than linear. The Leatt helmet would have to look at a lot of different technologies. One of the biggest problems with head injuries is the so-called 'minor' ailments like concussion. The U.S. now have a policy where depending on the intensity of the concussion and the frequency then it determines the rest period before you can get your licence back after an injury and go ride again. Our new helmet will address this problem of 'minor to moderate' repetitive concussion syndrome. The NFL just paid out hundreds of millions of dollars to ex-players who were sent out on the field again after banging their heads. There is a lot of stuff to do in terms of helmet testing and hopefully that will continue and there will be new papers and studies so the public will have something that is the best given the current technology.

I guess dissection on the helmet is a conversation for another time and when the product comes to the market but are you looking at and following the lead of other people like 6D for what they are doing with liners and variation from the norm?

People like 6D are certainly looking at new technologies and ten years ago the time wouldn't have been right but I think there is more acceptance now. This is one of the boundaries now for helmets: to make a product that works and functions better but then is accepted by the public. My comments on the 6D is that they have done certain things very well and have pushed the boundaries but I think there are issues with size, weight and

cost. You can make a helmet that dampens very well – and here we get to the heart of problems with helmets – to a certain impact velocity. Manufacturers have to pass that test whether they think it is a good idea or not and that test has been around forever. They develop a helmet that offers only maximum impact resistance at six metres per second because that is what is tested back in the lab.

Lastly, we ran a feature recently on Colin Edwards and the evolution of the STX-RR – the MotoGP brace. What's your opinion on how the project is developing?

Difficult question to answer because it is an ongoing project. 'Ongoing' for a few reasons. The biggest is that a riding style of a MotoGP rider is obviously very aggressive. They are very sensitive to even a kilometre of deceleration down the straight and whatever you put around them is going to have an effect on aerodynamics and the brace has to become a benefit rather than a curse. What we are learning with Colin and a number of riders in other championships using our STX-RR that it is so rider dependent. We might have to re-think the project because five riders might say they love it but another might say they find it impossible to ride with it. This is our challenge - to make it acceptable for the broad spectrum of riders - I don't think we are there yet.

**TO SEE AND READ MORE
ABOUT LEATT'S NEW KNEE
BRACE THEN [CLICK HERE](#)**



CARBON
CONSTRUCTION





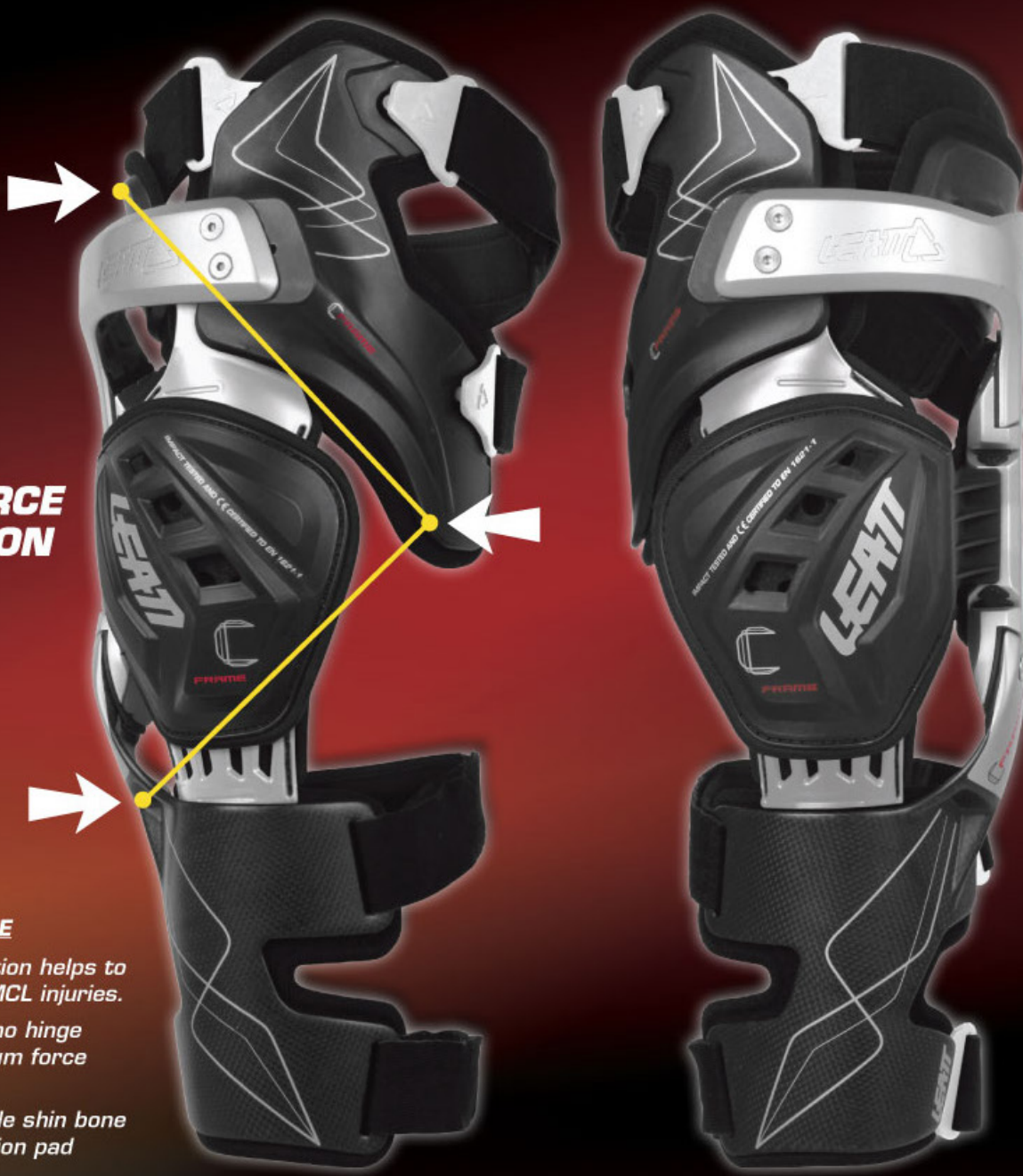
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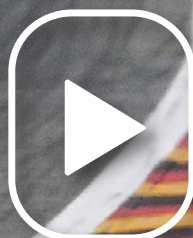
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MotoGP



PLAY

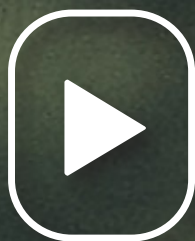
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WITH HIS FIFTEENTH PREMIER CLASS WIN (REACHING FORTY IN ALL CATEGORIES) MARC MARQUEZ IS NOW THE THIRTEENTH MOST SUCCESSFUL GP RIDER EVER AT THE AGE OF 21. NINE IN A ROW AND SACHSENRING WAS FAR FROM STRAIGHTFORWARD THANKS TO THE BIZARRE PIT-LANE START BUT THERE IS LITTLE STOPPING THE CATALAN

Photos by Martin Heath www.martinheathphoto.com
Stats by Dr Martin Raines





PLAY

With his Honda future sorted (Pedrosa has not ridden for another other manufacturer in Grand Prix) '26' was able to get down to business in Germany. Dani did not secure Honda's fifth win in a row at the Sachsenring or add to his record six victories at the circuit but gave Marquez a push here and there





After a KTM-free podium at Assen (the first time this has happened in Moto3) Jack Miller was back on the case and gained valuable points over Romano Fenati who crashed out





The first of Rossi's five Sachsenring triumphs came at the end of the last century, in 1999, one year after the circuit began to entertain the German stop on the calendar







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**MotoGP****BLOG**

AUSSIE STRIFE...

By Gavin Emmett



One of the big talking points during the last round in Germany was what has quickly become known as the 'Jack Miller Affair'. Whilst there are often very similar situations within the sport (Aleix Espargaro had to pay his way out of the Aspar contract to join Forward this year, and may have to do so again to join Suzuki for 2015) often they are kept hidden from public airing.

The 19 year-old's situation took a dramatic twist, however, when his prospective team for 2015 spoke publicly prior to Sachsenring. A short (-ish) summary of the story up to now goes as follows:

- Miller finishes seventh in the 2013 Moto3 World Championship but crucially was the top Honda rider in the series and had shown huge promise on a seriously under-powered bike.
- With his family no longer able to financially support his racing career he snaps up a contract with the Red Bull KTM Ajo team.
- He is subsequently also offered a contract in Moto2 for 2015 with the Marc VDS Team and personally signs a letter of intent whilst in Australia.
- In early 2014, after previously being managed by his parents, his new team manager Aki Ajo assumes a position as Miller's personal manager.
- Prior to the German GP, Marc VDS issue a statement in which they reiterate their position that a letter of intent constitutes a binding contract.
- Miller states in qualifying press conference "I have no contract; not binding anyway."
- There is a suggestion that Miller feels he signed a pre-contract under pressure, believing his parents had confirmed a deal which they hadn't.
- He is also rumoured to have attracted interest from Honda to move straight into MotoGP, bypassing Moto2 completely.

Legal allegations and wrangles aside, which will no doubt rumble on throughout the rest of the year - and hopefully won't derail Miller's Moto3 title

aspirations - the question should be whether a step straight in MotoGP would be the right move for the popular Aussie.

The last three Moto2 World Champions are now plying their trade with relative success in MotoGP, with Bradl, Marquez and Espargaro all enjoying rides on top machinery and the elbow-down style the trio all mastered on the 600s is starting to become the norm amongst the big boys now. With that in mind, Moto2 looks to be better preparation than any other avenue. In his time, Casey Stoner only spent a single season in 250s before moving quickly up to MotoGP aged just 20, as Miller will be next year. Since his retirement, however, there is a lack of an Aussie on top machinery, with just Bryan Staring last year and Broc Parkes this term being forced to campaign on under-performing bikes. Race organisers at Phillip Island and Australian broadcasters have been haemorrhaging spectators with no national interest, so it would be something Dorna would be keen to support.

Let's not forget though, that the last person to move straight from the lightweight to the premier class (full-time) was fellow Australian Garry McCoy, a three-time 500cc winner, but who suffered numerous injuries that consistently hindered his championship challenges.

There is no doubt that Miller is a huge talent, but even the reigning MotoGP World Champion, just two years older than Jack, feels time is still on the Australian's side. "I think from my experience, that you need to pass through Moto2. I have the experience, and the crashes, in Moto2 before arriving in MotoGP."

Miller's response? "I feel I've had enough crashes already...!" Whatever the outcome, let's hope the affable Queenslander doesn't end up looking like a goon - unless it's on a cooling down lap of course.





DUCATI DIAVEL - CARBON



PLAY

LIFE STYLE TOOL

THE REFRESHED DUCATI DIAVEL CERTAINLY DOESN'T LOOK OUT OF PLACE IN THE MILLIONAIRE'S PLAYGROUND OF MONACO SO ROLAND WORE HIS SUNDAY BEST AND TRAVELLED TO THE PRINCIPALITY TO TAKE DUCATI'S LATEST SPIN ON THE DIAVEL FOR A TWIST AROUND THE BLOCK

By Roland Brown, Photos by Milagro

TEST

Ducati's Diavel is one of the most unlikely motorcycling success stories of recent years. The concept of a big, powerful and long V-twin cruiser that is light and agile enough to handle almost like a sports bike must have taken some selling when the design team pitched their plan to Ducati's bean-counters. But they're all glad the Diavel got the green light because since its launch three years ago it has become a big seller, shifting more than 20,000 units and reinforcing Ducati's reputation for V-twin performance and imaginative engineering. It's the bike you might imagine a Formula One driver riding: stylish, powerful and high-tech, but with a laid-back character for people who don't want to try too hard outside the day job.

The classy and reassuringly expensive Diavel Carbon flagship would fit right in alongside the motors in the garage of a typical F1 ace's fancy Monte Carlo apartment, too.

The Diavel's improbably brilliant blend of cruiser-looks and fierce performance also make it a riot on twisty Alpine roads like those just minutes from the Mediterranean tax haven, which is presumably why Ducati based this revamped model's press launch there even though there wasn't an F1 driver in sight. Major changes weren't required but the Diavel gets a makeover that is intended to enhance its character and boost its low-speed and long-distance ability.

The styling has altered little with its kicked-out front end, 1198cc liquid-cooled desmo V-twin engine, and a low-slung seat above a fat, 240-section rear Pirelli radial.



DUCATI DIAVEL - CARBON





DUCATI DIAVEL - CARBON

New parts include the LED headlight and indicators, plus reshaped bar risers bolted to the forged top yoke. The brushed aluminium aircscoops on either side of the tank are larger, the seat is slightly longer and the exhaust system is new with slash-cut pipes in place of the old model's cylindrical silencers.

As before there are two models, the standard Diavel and more expensive Diavel Carbon, which has a carbon-fibre tank cover, front mudguard and tailpiece, plus forged Marchesini wheels and stainless steel silencers. The Carbon's frame tubes are white or red, instead of the standard model's black.

Both versions are upgraded with Ducati's Testastretta 11 degree DS powerplant, its initials standing for the Dual Spark plugs per cylinder layout as used by the Multistrada and Monster 1200. The eight-valve desmo unit's changes include new pistons and repositioned fuel injectors. Its maximum output of 160bhp is unchanged (and 15bhp up on the Monster's) but torque is slightly increased, especially at low revs.

Ducati claims the new injection system gives a more refined feel. They're probably right, though the previous model was hardly crude. This revamped Diavel is one of the most exciting bikes around, as well as one of the quickest. Yet for such an aggressive machine it felt impressively rider-friendly, especially in Urban, the softest of the three riding modes, which limits power output to 100bhp.

That was fine in town but when I reached the open road I pressed the indicator button to select Touring or preferably Sport mode (the latter is slightly sharper, though not annoyingly so), then cracked open the throttle and held on tight. The Ducati rampaged forward at a rate that even the 1199 Panigale would have struggled to match. Although the 205kg Diavel is heavier, its extra length helps keep the front wheel down.





TEST





DUCATI DIAVEL - CARBON

“Most prospective owners will be drawn by the Diavel’s more basic attractions: mean looks, raw power and handling ability...”



The Ducati was happy to cruise at speed, although inevitably the wind tried to rip my head from my shoulders some way before the 150mph-plus maximum speed. In town the Diavel's low seat helped manoeuvrability. The only engine-related drawback was the otherwise slick six-speed gearbox's occasional reluctance to find neutral, possibly due to the bike's very low mileage.

If the engine was powerful and refined, the chassis was even better. Inevitably the Diavel felt a bit like a tourist coach as it rounded the tightest of hairpins but in most bends it was superbly composed. A bike with cruiser-like steering geometry and a huge rear tyre really shouldn't handle so well. Ride quality was very acceptable, despite the relatively short-travel suspension; and the Diavel had none of the ground clearance problems of many cruisers. It also had ferocious braking power, due to its stability-enhancing length allied to the bite of Brembo Monobloc calipers plus an excellent ABS system.

Detailing is mostly good, especially on the up-market Carbon model with its forged wheels and carbon-fibre tank and seat covers. Neat features include pillion footrests and grab-rail that fold away out of sight when not needed. Those parts and the well-padded dual-seat help make the Ducati respectably versatile. Its fuel capacity is a bit miserly, at 17 litres, so hard riding will bring the fairly thirsty bike's range below 100 miles. But most owners will better that, and at least the tank-top instrument panel has gained a fuel gauge. Ducati's typically comprehensive accessories list includes a screen and panniers, as well as extra carbon and aluminium bits.

So you could turn the Diavel into a useful all-rounder but most prospective owners will be drawn by its more basic attractions: mean looks, raw power and handling ability. It's a unique combination that goes a long way to justifying the Diavel Carbon's hefty price (£16,995 in the UK, compared to the standard bike's £13,995). Not that Messrs Vettel, Alonso or Hamilton would need to worry about that should they be looking for the ideal two-wheeled toy.

DUCATI DIAVEL - CARBON



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SHIFTING GROUND...

By Graeme Brown www.geebeeimages.photoshelter.com

On Saturday evening in Portimao FIM Technical Director Scott Smart sat down with Dorna's Gregorio Lavilla and Daniel Carrera to answer any questions from journalists over the technical regulations that will be introduced in 2015. The issue that caused most discussion was over the changes to the electronics packages that the teams will use next year.

However, speaking with various teams last weekend in Laguna Seca an interesting point is that the alterations to the technical regulations are more an adaptation of the current 'full' Superbike rules rather than an expansion of the EVO rules, introduced this year, and initially put forward as the basis for future technical revisions to the series.

The manufacturer most heavily involved in the EVO class is Kawasaki with seven bikes competing against one BMW, one Ducati and two Bimotas. Speaking to Kawasaki staff they felt that ultimately their investment in the EVO category has been a waste of time. Their satellite teams will now have to return to a 'full' Superbike technical level where they receive their electronics package direct from the factory Kawasaki Racing Team run by the Catalan Provec Racing outfit.

In effect it will cost these teams more money whilst the manufacturers are obliged make available a standard ECU, the cost of which is pegged at 8000, that they will find hard to recoup any money from. Possibly not such a problem for a direct factory effort as with Kawasaki, Aprilia, Ducati, MV Agusta but Honda and Suzuki race efforts are run by the tuning firms of Ten Kate and Crescent respectively. So at some level the 'factory' will have to be involved in the supply of a

common ECU but will Ten Kate and Crescent be obliged to supply the base settings for each circuit? Both Smart and Lavilla were adamant that they didn't want to have a control ECU and it was something the manufacturers and teams on the Superbike commission didn't want either but it leaves a few conundrums over the supply of data and the policing of the 'base' settings issued.

The philosophy behind the change to the regulations is to try and standardize the 'family' of Superbike Championships across the world. Smart kept emphasizing the family link. It is hoped that the FIM's new rule book will be adopted by domestic Superbike championships around the globe so that in any territory the World series visits local teams can enter, receive 'base' electronics settings and hopefully be competing on a level playing field. It's a very grand plan that both the FIM and Dorna have and my feeling is that there is a bit of a crisis in WSBK.

Track attendance is declining year on year and media interest is on the wane as well. Hopefully creating a category of racing that is understood and raced worldwide will provide a shot in the arm. It's interesting that there were only two wild cards entered in last weekends event – Larry Pegram on the EBR and Chris Ulrich on a Honda, but there was a full AMA programme and yet the official Sunday attendance figure was only 18,500, which to be honest looked a bit optimistic.

That, however, is a discussion for the future. Right now it's holiday time. The WSBK Championship has a break till the first week in September. I really don't know what I am going to do with myself.



BELL

More items from Bell Helmets' impressive array of apparel and leisurewear that ties into some of their cooler vintage and retro head-gear.

Twenty garments range from subtle t-shirts to shirts and jackets then hats and, of course, caps. We've featured a few things on these pages and the full gamut can be seen at www.bellhelmets.com. We've yet to get our hands on any of the material to be able to judge the quality but the look and styling definitely warrants some space here.

Our guess is that Bell stockists will be holding or able to order any of the catalogue

www.bellhelmets.com





TRIUMPH

Triumph's recent forays into lifestyle and mainstream culture via associations with companies like Barbour are augmenting the marque's profile as one of the coolest in motorcycling.

Here some more pieces from their leisurewear line-up focusing on the caps and t-shirts fashioned in simple but elegant style. Triumph also have some decent riding accessories that extend into luggage and practical items. Highlighted here are the Performance Hydro backpacks that are pretty self-explanatory but combine space, secure fixings, durable material and a liquid supply system (3 litres on the 3L, the skinnier bag here) as well as neat additions such as the reflective strips, Scholler DYNATECH with integrated 3M Scotchlite, four point compression points and a ten year guarantee.

www.triumphmotorcycles.co.uk







PRODUCTS



ALPINESTARS



Another bag...and a winner at that. Alpinestars' Charger backpack has pretty much all you need. A laptop compartment, straps designed for airflow, a twenty litre capacity and a waterproof cover (with visibility strips) stored in the bottom compartment. The company also says the Charger is: "A lightweight and durable backpack streamlined for improved aerodynamics on the open road or while commuting, the Charger Backpack is brimming with customization options and extensive air mesh panels on the back for excellent ventilation and comfort."

Alpinestars also sent details of their Octane glove, which, despite orientated towards casual off-road riding, we think is an ideal solution for buzzing around on a scooter and looks very much the part in red. The glove will be in shops for 60 euros while the backpack is 90.



BACKPAGE

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JP Acevedo





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